

Highest Fatal & Major Injury Alcohol & Drug-related Crash Density Corridors
Rural State Highways
2001 to 2007

COUNTY	ROUTE	DESCRIPTION	LENGTH (MI)	FATAL AND MAJOR INJURY ALCOHOL/DRUG-RELATED CRASHES	ANNUAL FATAL AND MAJOR INJURY ALCOHOL/DRUG-RELATED CRASH DENSITY (CRASHES/MI/YR)	Potential Remedies (1)	Estimated Costs (2)	Impediments (3)	Status (4)
DES MOINES	US 61	LEE COUNTY TO END OF MULTI-LANE, EXCLUDING CITY OF BURLINGTON	8.85	5	0.081				a
MUSCATINE	US 61	LOUISA COUNTY TO SCOTT COUNTY	27.381	13	0.068				a
DUBUQUE	US 20	DELAWARE COUNTY TO CITY OF DUBUQUE ECL	20.77	8	0.055				a
IOWA	INTERSTATE 80	POWESHIEK COUNTY TO JOHNSON COUNTY	24.148	8	0.047				a
JOHNSON	US 6	IOWA COUNTY TO MUSCATINE COUNTY, EXCLUDING CITIES OF CORALVILLE AND IOWA CITY	15.751	5	0.045				c,d
MARSHALL	IOWA 14	JASPER COUNTY TO GRUNDY COUNTY, EXCLUDING CITY OF MARSHALLTON	17.794	5	0.040				c,d
DUBUQUE	US 52	JACKSON COUNTY TO CLAYTON COUNTY, EXCLUDING CITIES OF DUBUQUE AND RICKARDSVILLE	26.449	7	0.038				b,d
POTTAWATTAMIE	INTERSTATE 29	CITY OF COUNCIL BLUFFS NCL TO HARRISON COUNTY	18.929	5	0.038				a
UNION	US 34	ADAMS COUNTY TO CLARKE COUNTY, EXCLUDING CITIES OF CRESTON AND AFTON	23.669	6	0.036				a
STORY	INTERSTATE 35	POLK COUNTY TO HAMILTON COUNTY	24.219	6	0.035				a
HARRISON	INTERSTATE 29	POTTAWATTAMIE COUNTY TO MONONA COUNTY	28.323	6	0.030				a
JASPER	INTERSTATE 80	POLK COUNTY TO POWESHIEK COUNTY	30.729	6	0.028				a

Total 267.012

Notes:

BAC>0, alcohol test refused, drug test positive, drug test refused or driver condition classified as under the influence of alcohol/drugs/medication

SITE SELECTION CRITERIA:

FIVE PERCENT OF THE 5,000 MILES WITH THE HIGHEST AVERAGE ANNUAL FATAL AND MAJOR INJURY CRASH DENSITY INVOLVING AN IMPAIRED DRIVER DURING 2001 - 2007

(STATEWIDE AVERAGE = 0.011 FATAL AND MAJOR INJURY CRASHES/MILE/YEAR)

Footnotes:

(1) Potential Remedies include:

- public awareness; and
- increased corridor monitoring by enforcement officers.

(2) The estimated cost is unknown and variable. Identification of these corridors provides an opportunity for state and local enforcement agencies to increase monitoring of driver behavior within these corridors using existing staff and funding resources. Providing funding for additional enforcement will be considered.

(3) Reduction in enforcement officers due to budget constraints, military call up of staff and other enforcement responsibilities.

(4) Status

- a. Corridor enforcement event funded in 2008-09
- b. Targeted spot enforcement within corridor funded in 2008-09
- c. Additional local enforcement completed in 2008-09
- d. Paved shoulders and shoulder rumble strips completed or programmed